



PORT OF PORTLAND

DAILY DIARYPAGE 1 OF 3PROJECT Terminal 2 / Terminal 5 Maintenance DredgingCONTRACT NO. 52449/01D015CONTRACTOR Hickey Marine Enterprises, Inc.SUPERINTENDENT Greg SpeyerDAY OF WEEK & DATE: Tuesday, January 22, 2002REPORT NO. 033WEATHER Partly to Mostly Cloudy with Occasional Light RainTEMPERATURE 37 - 43**NUMBER/CLASS OF CONTRACTOR'S PERSONNEL:**

Hickey Marine - 2 Foremen, 2 Operator, Tugboat Operator, 2 Pile Bucks

MAJOR EQUIPMENT ON JOB (Size/capacity and hours):

Hickey Marine - Sea Vulture Crane Barge with Manitowoc 4900, Sea Lion Crane Barge with Manitowoc 3900, 7 Bin Dump Scow, Chetco Barge, Tugboat, 2 Skiffs

CHRONOLOGICAL ACCOUNT OF DAY'S WORK

7:00 am I observed that the Chetco barge was on the bank at the north end of the barge slip. The Sea Vulture was not on site.

The Sea Lion was dredging in the south ½ of the barge slip. The screen was over Bin No.7. The dump scow draft at Bin No.1 was 5.5 feet.

7:30 am There was no turbidity observed 50 feet downstream from the digging bucket.

7:45 am Per telecon to Greg (Hickey), he anticipated that dredging of the barge slip would take most of the morning to complete.

Per telecon to Dan (Hagedorn), he indicated that he would be performing maintenance on his equipment until about 11:00 am, then he would prepare to mobilize to the site.

8:45 am I observed that the Sea Lion was not dredging. Per telecon with Al (Hickey), the Sea Lion was caught on the river bottom and was unable to move ahead. I noted that the screen was over Bin No. 1. The dump scow draft was 9.5 feet at Bin No. 1 and 5 feet at Bin No. 7. The Tidewater tugboat was south of the south trestle.

9:15 am Hickey resumed dredging. There was no turbidity observed 50 feet downstream from the digging bucket. I notified Maury (Port Navigation) to sample water for turbidity testing at 10:00 am.

9:20 am Hickey's Nova Tugboat was on site to move the Sea Lion crane barge.

10:20 am Per telecon with Maury (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

Sampler	Time	Upstream	Top	Mid	Bottom	AVG	Downstream	Top	Mid	Bottom	AVG	Visual
John Holt	1000	10.6	10.9	11.5	11.0		11.4	10.7	10.6	10.9		None

10:45 am Per telecon with Andy (Hickey), he did not have an estimated time for completion of the dredging. Per telecon to Greg (Hickey), he anticipated that the hydrosurvey could begin at 4:00 pm. Greg also indicated that the Sea Vulture would return to the site to dredge as well. Greg informed me that he was experiencing difficulty dredging the barge slip area due to the low river elevation and lack of maneuvering room. I notified Dan (Hagedorn) to be ready to survey at 4:00 pm. He will start setting up at 2:30 to 3:00 pm. I notified Doyle (Port Survey Manager) via voice message.

11:10 am The Sea Lion continued dredging in the south ½ of the barge slip. There was no turbidity observed 50 feet downstream from the digging bucket. The dump scow draft was 12 feet at Bin No.1 and 5 feet at Bin No.7.

USEPA SF



1286523



PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Tuesday, January 22, 2002 REPORT NO. 033

WEATHER Partly to Mostly Cloudy with Occasional Light Rain TEMPERATURE 37 - 43

11:30 am Per telecon with Doyle, he will discuss the hydrosurveying needs with Hagedorn. Per teleconference call with Doyle and Dan (Hagedorn), Dan indicated that he was not able to perform the hydrosurvey at night for safety reasons. They will arrive on site at 2:00 or 2:30 pm and begin the hydrosurvey at 3:30 or 4:00 pm.

11:50 am Per telecon to Marcel (Port Project Manager), I informed him that we might not complete the dredging in time to conduct the hydrosurvey.

11:57 am Per telecon to Maury (Port Navigation), I indicated that he should conduct the water sampling for turbidity testing at 2:00 pm.

12:00 pm Per telecon with Greg (Hickey), he informed me that the Chetco was on the way to the site. He indicated that he was waiting until 3:00 pm to attempt to move the Chetco when the tide would be the highest.

I notified John (Port CCM) that we might not complete the dredging in time to conduct the hydrosurvey.

12:10 pm The dump scow draft at Bin No.1 was 12.5 feet. There was no visible turbidity 50 feet downstream from the digging bucket.

12:18 pm Per telecon with Andy (Hickey), he informed me that the Sea Vulture was on the way to the site to take over for the Sea Lion. Dredge material would be placed on the Chetco barge for faster loading.

1:00 pm Per telecon to Marcel (Port Project Manager), he indicated that the hydrosurveying should not be performed if the dredging was not completed.

1:15 pm Per telecon with Marcel, he indicated that Rob Cook (Port Navigation Manager) informed him that the dump scow arrived at the Port Pump site at 8:00 pm last night.

1:20 pm Per telecon with Andy, he anticipated that the dump scow would arrive at the Port pump site at 6:00 pm tonight. He indicated that the Sea Vulture was almost to the site. He informed me that the trestle would be opened in 15 minutes to remove the Sea Lion. They would also pull the Chetco off the beach. He estimated that the Sea Vulture would finish the dredging of the barge slip after 1 to 2 hours of additional dredging.

1:53 pm Per telecon to Maury (Port Navigation), the Sea Lion was being removed from the barge slip and the Sea Vulture was upstream. I informed him to remain on site until the Sea Vulture resumed dredging.

2:45 pm Per telecon with John (Port CM), I notified him that Marcel indicated that the hydrosurvey should not be performed if the dredging was not completed.

3:00 pm Hickey continued dredging with the Sea Vulture in the south ½ of the barge slip. Per telecon to Maury, he informed me that Hickey just started dredging again. I observed Maury in the Port boat, upstream from the barge slip. The Tidewater tugboat was tied up to the Chetco barge in the north ½ of the barge slip.

3:10 pm Per telecon to Andy, he anticipated completing the dredging at 5:00 pm.



PROJECT Terminal 2 / Terminal 5 Maintenance Dredging

CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc.

SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Tuesday, January 22, 2002

REPORT NO. 033

WEATHER Partly to Mostly Cloudy with Occasional Light Rain.

TEMPERATURE 37 - 43

3:20 pm I observed that Tidewater and Hickey attempted to move the Chetco barge from the barge slip beach. They were unsuccessful. I notified Dan (Hagedorn). The hydrosurvey might have to be performed around the Chetco barge. The interference with the dredge area was not significant.

3:30 pm I notified Rob Cook (Port Navigation Manager) that the dump scow might be as late as 7:00 pm tonight.

3:35 pm I contacted John (Port CCM). I informed him that Hickey was unable to move the Chetco barge from the beach in the north ½ of the barge slip. I indicated that the dredging would be complete about 5:00 or 5:30 pm. Hagedorn already began the hydrosurvey north of the barge slip.

3:40 pm Per telecon with John (Port CCM), he informed me that he requested that Doyle (Port Survey Manager) encourage Hagedorn to complete the hydrosurvey today.

3:45 pm Per telecon with Maury (Port Navigation), turbidity testing results on water samples taken upstream and downstream from the dredging operation were as follows:

Sampler	Time	Upstream	Top	Mid	Bottom	AVG	Downstream	Top	Mid	Bottom	AVG	Visual
John Holt	1500	12.4	11.8	12.6	12.3		13.6	16.0	14.1	14.6		None

4:10 pm I observed Hickey cleaning the deck of the dump scow. According to Andy (Hickey), the dredging was completed. I notified John (Port CCM). The Chetco barge was still on the barge slip beach. Per telecon with Greg (Hickey), he informed me that they would transfer the dredge material from the Chetco over to the dump scow in order to move the Chetco. He indicated that the dump scow would be late to the Port site.

Per telecon with Darrel (Hickey), he estimated that he would complete the off-loading of the Chetco by 5:30 pm. In the mean time, Hagedorn could perform the hydrosurvey in the south ½ of the barge slip. Per telecon with Dan (Hagedorn), he indicated that his survey instruments were set up on the bank, north of the site. The off-loading operation in the north ½ of the barge slip would interfere with the hydrosurvey of the south ½ of the barge slip. He requested that Hickey stay out of the barge slip for 15 to 20 minutes and they would complete the survey. Per telecon with Darrel, he indicated that he would stay clear of the barge slip. I notified Greg and he agreed as well. I notified Dan to move into the north ½ of the barge slip and proceed with the hydrosurvey. I notified John (Port CCM) via voice message. I notified Marcel (Port Project Manager).

4:50 pm Hickey moved the dump scow out of the barge slip.

5:05 pm Per telecon with Dan (Hagedorn), he informed me that the hydrosurvey was completed. He indicated that he needed to leave to get to the boat ramp before it closed. He stated that it would cost less to return than to wait for the Chetco to be off-loaded and removed from the beach. I notified Andy (Hickey) and they moved into the barge slip to transfer the dredge material from the Chetco to the dump scow. I informed Andy that the Port Dredge crew was on stand-by. I requested that he coordinate the tugboat to tow the dump scow ASAP.

5:20 pm I observed the dump scow alongside the Chetco. The dump scow draft at Bin No. 1 was 12.5 feet and 5 feet at Bin No. 7. The screen was over Bin Nos. 6 and 7. Bin Nos. 1, 2, and 3 were filled with water and dredge material. I contacted John (Port CCM) and provided an update.



PORT OF PORTLAND

DAILY DIARY

PAGE 4 OF 3

PROJECT Terminal 2 / Terminal 5 Maintenance Dredging CONTRACT NO. 52449/01D015

CONTRACTOR Hickey Marine Enterprises, Inc. SUPERINTENDENT Greg Speyer

DAY OF WEEK & DATE: Tuesday, January 22, 2002 REPORT NO. 033

WEATHER Partly to Mostly Cloudy with Occasional Light Rain TEMPERATURE 37 - 43

8:00 pm Per voice message from Al (Port Navigation), he informed me that the screen over Bin Nos. 6 and 7 was making it difficult to pump out of the bins.

TESTS PERFORMED: _____

PHONE LOG:

SITE PHOTOS/VIDEOS TAKEN: _____

FORCE ACCOUNT WORK/ CHANGES ENCOUNTERED: _____

INSPECTOR Frank Schmidt HRS _____ DATE _____

(signature on hardcopy)– _____